

## **Minutes of the Public Works Committee - May 1, 2003**

The meeting was called to order at 8:30 a.m. by Chair Manke.

**Present:** Chair Richard Manke, County Board Supervisors James Behrend, Genia Bruce (arrived at 8:36 a.m.), Hank Carlson, Karl Nilson, Rodell Singert, David Swan

**Staff Present:** County Board Chief of Staff Lee Esler, Legislative Policy Advisor Mark Mader, Legis.Associate Sandra Meisenheimer

**Also Present:** Public Works Building Projects Mgr. Dennis Cerreta, Engineering Services Mgr. Gary Evans, Senior Civil Engineer Ed Hinrichs, Planning and Zoning Manager Dick Mace,

**Public Present:** Village of Hartland Administrator Wally Thiel, Gregory Good and Bill Rademan of Town of Merton

### **Read Correspondence**

Manke said he put copies in all members' mailboxes of the correspondence list from the last Executive Committee meeting on April 14, 2003.

### **Future Agenda Items**

1. Manke said the committee will meet on June 26, 2003 to approve the jail bids. This will be an additional meeting in June.
2. There will be a status update of the Justice Center at the May 15 meeting.

### **Meeting Approvals**

**Motion:** Swan moved, second by Manke, to approve committee attendance to the NACo Conference in Milwaukee at the Midwest Airlines Center on July 13-15, 2003. **Motion carried 6 – 1; Singert voting no.**

**Motion:** Nilson moved, second by Swan, to approve committee attendance to the Wisconsin River Rail Transit Commission annual meeting in Horicon, WI on May 9, 2003. **Motion carried 7 – 0.**

**Motion:** Singert moved, second by Swan, to approve committee attendance to the Waukesha County Economic Development Corporation annual business meeting at the airport at Jack Safro's hangar on May 13, 2003. **Motion carried 7 – 0.**

### **Approve Minutes of April 10, 2003**

**Motion:** Bruce moved, second by Swan, to approve the minutes of 4/10/03. **Motion carried 7 – 0.**

### **Verbal Report from Executive Committee Member**

Manke reviewed items that were discussed and/or considered at the last meeting on April 14, 2003.

### **Verbal Report from Committee Member Attending Airport Commission Meeting**

Bruce stated the next meeting is on May 14, and she will have a report at the next Public Works meeting.

### **Consider Proposed Ordinance: 158-O-002 Determination of Necessity and Relocation Order for the Expansion of the Waukesha County Justice Center - Waukesha County Project 200211**

**Motion:** Behrend moved, second by Carlson, to approve Proposed Ordinance 158-O-002.

Cerreta explained the ordinance which authorizes the purchase of a land parcel and improvements to accommodate the Justice Center expansion project as planned in the County Grounds Master Plan

Acquisition capital project. The ordinance also authorizes the razing of site improvements currently on the property. An agreement has been signed with the current owners to acquire the parcel for \$105,000. Demolition costs will be determined after the current occupants are relocated due to the need to test for asbestos and will be subject to the approval of this committee. Cerreta stated that this is the last property that needs to be purchased for the expansion project. **Motion carried 7 – 0.**

### **Discuss Potential Use of County-Owned Property (Generally Referred to as the Northview Property)**

A committee discussion commenced on the subject item. Singert indicated that discussion should be based on the previous master plan ordinance that is on the wall and go from there as a basis as to what changes have occurred and what changes are viewed as necessary to update. Maybe another ordinance should be proposed that develops a site plan for the property other than what is on the wall. It's time to make allocations for the property and make sure that everyone can work within the allocations on the activities that are a part of it (airport, justice system, highway department, lands for reserve for leasing to private industry for the airport). We should have a better site plan that makes sense. Manke indicated that there should be more support from supervisors before it goes any further. It is part of the scope of the Executive Committee. Behrend said if we're going have a plan on the wall it should be updated. It is a historical reference but we've migrated away from this plan. Esler said you haven't migrated off of the plan. That plan was adopted by ordinance and any change to it is changed by ordinance as it has been two times.

Esler stated the Executive Committee is monitoring the current activity of the environmental assessment of the airport and the expo. There is coordination between Airport Manager Markano and Land Resources Manager Lindquist of the Parks and Land Use staff. The environmental assessment of these properties will entail stormwater drainage which goes to the Pewaukee River basin. Behrend asked when will the drainage plan be finished? Esler said the scope of what they want in a consultant is just starting. He doesn't know if State funds have been secured.

Singert asked Esler if he could bring forward the sequence and the physical ordinances that changed the plan. Then there should be a discussion on the airport environmental study analysis. It is important when putting the road in and/or when re-designing the location of the road which will affect the drainage of the current study. Those lands that would drain to the east and those that would make Grandview Blvd. wetter going to the west have to be defined. There also are elevations behind the horse barn that need to be addressed because it is on the Airport Improvement Plan. That hill should probably come down. Also, the lands that will get designated for use on the south side of Airport Drive and the extension around the cemetery and back to Woodburn need to be cut out so the drainage plan will recognize that and it won't have to be done over. It will all affect the drainage which is a study that is important to the airport and putting the road in will affect that. Why study something without the road in? We also should work with the City of Waukesha on this. Then an ordinance will be needed to reflect our recommendations.

Carlson stated it is important to have a proposed master plan on the wall that depicts what we have in ordinance. Swan passed around a plan of Exposition Center Development dated 12/3/98. He stated he agrees with those talking about the road which he believes should be connected, because it

would be a good way to bring the county fair people in, to get our trucks out, to get the communications people out, and for use by the airport. The land is very valuable and it is a good

location. There should be some kind of a plan developed whether in-house or by a consultant. It's important to move forward with something but with what he doesn't know until there is a need. Now there doesn't seem to be a need.

**Discuss and Consider Proposed Ordinance: 158-O-001 Amendment to Waukesha County Street and Highway Width Map**

Mace, Evans and Hinrichs were present. **Motion:** Bruce moved, second by Carlson, to approve Proposed Ordinance 158-O-001.

Manke allowed public comment from the following in attendance:

Gregory Good, who lives at Jungbluth Road and Highway K, stated that there has been a lot of discussion over the past year about the relocation/realignment of Highway KE. If it goes south, it would cut his property basically in half. What hasn't been discussed is all of the development going on around this area which involves about seven farms. There was a study done for 45 mph speed limit roadways. By the time a roadway does get built, there will be an urban situation out there so that speed limit would not be appropriate. If this were considered, a roadway could be built going north of Highway K, making some sharper turns and remaining within the limits of the area north of K, which is the Jungbluth property that was sold for development. This is something that needs to be strongly considered, and it hasn't been.

Bill Rademan stated when the land was sold to the developer, the road was supposed to go that way (north). This has been discussed so much and so often that a decision should be made soon so the developer can go ahead with his plans.

Wally Thiel stated his concerns with this issue are two-fold. One is the Land Use Planning Committee that met last week essentially turned upside down a request made by one of the developers as to when the county makes its decision about the location of KE that it be made consistent with the determination made as a result of the study by the Department of Transportation. It appears that study was not considered by the planning committee, and they made a motion to amend the land use plan contingent upon the road going north of K. As everyone probably knows, the Village of Hartland has officially mapped a route south of K anticipating that the study would show significant savings and safety elements. The Village of Hartland has a strong feeling about what is in the public's interest and understanding the conditions facing the Rademan's as well as others. Number two is that the process allows for consideration of this study. He urges consideration of the study and any help he can get understanding the process.

Esler's memo dated April 30, 2003 regarding Highway Width Map Ordinance 158-O-001 was distributed for the committee's review. Mace distributed and read his letter of May 1, 2003 in its entirety regarding the same subject. Mace stated he has the enlarged version of the map that the committee received. It was decided, because of the size and detail of this issue, that a map would be provided that represents the county along with the table listing the proposed amendments.

Nilson asked when the map would be on the Internet. Mace said after all changes are incorporated. Bruce asked what happens to the lots that have already been established with the ordinance going through? Is it retroactive? Mace said if they are already lots and created since 1954, they probably have all of the right of way that is probably required for dedication. If it is a new subdivision, the lots created will have to provide for the additional width that might be established for the road going

through. The sub-divider cannot dedicate road widths for which he doesn't have any ownership of.

Manke asked about arterial and collector roads. Mace said a collector is a road that provides primary access from minor streets into an arterial highway. It is a hybrid street between a local street that you live on and a county highway or a state trunk highway. An arterial highway provides for fairly high-speed traffic from one community to another both in and out of the county. In the county there is a hierarchy of arterials down to collectors down to minor streets, which are streets in subdivisions.

Manke said regarding KE, the line on the map doesn't really show where it's going other than going north. When the developer brings the plan into your office, will he have to show 100 feet of right of way from K north to KE? Mace said at that time Evans and the sub-divider will come up with an alignment that satisfies them and meets the objectives of the county trunk highway system.

Manke allowed Wally Thiel of the Village of Hartland to speak. Thiel stated that the Village of Hartland has expressed support for the southerly route and will oppose anything that puts the route to the north. He has asked that the northerly route be extracted until there has been a chance to study what the county Department of Transportation has proposed. Mace said their intent was not to put the southerly route on because they don't believe that the process has fully been carried out. Evans agreed. They are still going through the public response and eventually will make a final recommendation. Based on comments today, Evans said it appears that the recommendation would be a southerly alternate. Singert said the developer is delaying because he doesn't want to dedicate 100 feet of right of way through his proposed development. Singert indicated that there should be an alternative #6 which would be consistent with Mr. Goodman's comments this morning relative to a 35/5 curve north of Highway K. He requested that Evans do this.

Behrend said looking at the big picture, in most cases, you're taking more land. Mace said he really didn't evaluate that aspect. Behrend said he's looking for the controversies out there. Are Muskego and Mukwonago satisfied? Mace said letters were received from both and in most cases their concerns were addressed. Mace said Genesee wanted Highway 83 modified through the Villages of Genesee and Genesee Depot so they weren't satisfied. There aren't any changes to the Waukesha by-pass. Behrend said basically he is trying to find the holes in the plan.

Esler referred to the Moreland Road extension (No. 25) south of Janesville Road which is changed on this plan over the adopted Street and Highway Width Map. Are we getting into land dedications and will we contemplate getting land dedications to make sure that the county trunk highway ultimately connects with Woods Road? Evans replied it is already built by the City of Muskego and there is no intention of taking it over.

Nilson referred to Pioneer Drive below Little Muskego Lake (gray with black line). Is that a city road? Mace said yes, this map represents all levels. Nilson said you've done a very good job on a daunting project. Mace added this really is a width question. We're not adopting alignments -- they are still open for debate and we're obligated to pay attention to the greater public need.

Bruce pointed out two No. 5 items. Mace and Evans said they will check into this.

Swan asked are all the changes on this map? Mace said the various county trunk highway systems were looked at but local streets that aren't on the county system are not. Many changes were recommended but frankly he cannot remember everything.

Esler stated that it's important to take everything in combination – Regional Transportation Plan, Jurisdictional Highway Plan, Street and Highway Width Map, and the County Capital Projects Plan. They are all a hierarchy of events so when looking at coordinating the County Street and Width Map with the Jurisdictional Plan, you have to ask if it fits the current plan.

Esler commented that the entire Waukesha by-pass is 200 feet in the existing Street and Highway Width Map. Swan asked is there any effort in the future to get municipalities (villages, cities, towns) to adopt the map so people can see a planned road? Swan went on to talk about a north/south route across the county.

**Motion:** Swan moved, second by Singert, to extend No. 34 north to Capital Drive as the right of way established by purchase. **Motion carried 7 – 0.**

**Motion:** Swan moved, second by Bruce, to amend No. 58 that Northview stays at 100 feet where it is changed between Highway G and Grandview. *Bruce withdrew her second.* Behrend seconded the motion. Swan said from his experience the road right of ways are always too narrow and not too wide. **Motion carried 7 – 0.**

Manke asked about Johnson Road and Y. Are we still planning to do this because it is on the map? Mace said there's no change. The only change is the location. It doesn't say it is going to be built.

**Motion:** Behrend moved, second by Carlson, that two curves as intended be shown on Highway E at Harding Road north of Hartland. **Motion carried 7 – 0.**

**Motion:** Behrend moved, second by Singert, to table Proposed Ordinance 158-O-001 to the May 15<sup>th</sup> meeting. **Motion carried 7 – 0.**

**Motion to adjourn:** Singert moved, second by Swan, to adjourn the meeting at 11:45 a.m. Motion carried 7 – 0.

Respectfully submitted,

Genia C. Bruce  
Secretary

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